

(ESTABLISHED 1881.)

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Intimations.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,
in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,
and all its BRANCHES.

WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.
HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.
GREATLY REDUCED PRICES.

CHAMPAGNE.

G. H. MUMM & CO.
THE MOST POPULAR WINE
Can be had in the following qualities :
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels and obtainable at all Wine Merchants in the Colony.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

Wanganui, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

KING EDWARD HOTEL. **GRAND OPENING OF ARTS EXHIBITION.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE

CANTON NAM-KEUNG PUBLIC COLLEGE.

PRIVATE BAR and BILLIARD ROOMS
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS,
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c. apply to the—
MANAGER.
Hongkong, 2th December, 1901. (12)

Furniture including a Bedroom Suite in Crystal and a Handsome Roman Chair from the Vatican, Rare Curios, D'Arms, Bronzes and other specimens of Virtu collected by the Connoisseurs in Art from many parts of the world to the order of the Exhibitors.

(CAPITAL PAID UP \$1,000,000)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers

Notaries Public for the Colony of Hong Kong, and for the Straits Settlements and F.M.S.

A nominal fee of 5/- is charged for admission, the post proceeds of which will be devoted to the Education Funds of the CANTON-NAM-KEUNG-PUBLIC COLLEGE.

Doors opened from 11 noon to 5 P.M., as follows:
7 to 10 P.M.

Tickets may be had at Entrance.

Adults	25 cents.
Children	15 "
Soldiers in uniform	10 "

Ticket Office, T.S. Tai, Manager.

Hong Kong, 13th June, 1907.

Hongkong, 31st July, 1947.

MANAGER

Hongkong, 2nd July, 1900.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....2,363 tons.....Captain H. D. Jones.
 "POWAN".....2,338 "....." W. A. Valentine.
 "PATSHAN".....2,360 "....." C. V. Lloyd.
 "KINSHAN".....1,995 "....." B. Brauch.
 "HEUNGSHAN".....1,998 "....." R. D. Thomas.
 Departure from Hongkong to Canton daily at 8 A.M. (Sunday excepted), so P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN".....1,651 tons.....Captain E. H. Grainger.
 "SUI-TAI".....1,651 "....." G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,119 tons.....Captain T. Hamilton.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain J. Willox.
 "NANNING".....589 "....." Mackinson.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9.30 P.M. (Sundays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).
 These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" Sailing Twice a Week. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.
 Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	Second half July	JAVA PORTS	First half Aug.
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJIMAH	JAPAN	First half Aug.	JAVA PORTS	First half Aug.
TJIBODAS	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDING, 1st floor,
 Hongkong, 25th July, 1907.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 35, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Sack Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN	"BORNEO"	TUESDAY.
	Capt. F. Semblil	9 A.M., 30th July, 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUTHERFOLD"	about TUESDAY, 30th July, 1907.
	Capt. H. Kirchner	
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREME	"PRINZ LUDWIG"	WEDNESDAY, Noon, 31st July, 1907.
	Capt. C. Woltemas	
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	THURSDAY, Noon, 1st Aug., 1907.
	Capt. W. von Senden	

For further Particulars, apply to

NORDDEUTSCHER LLOYD

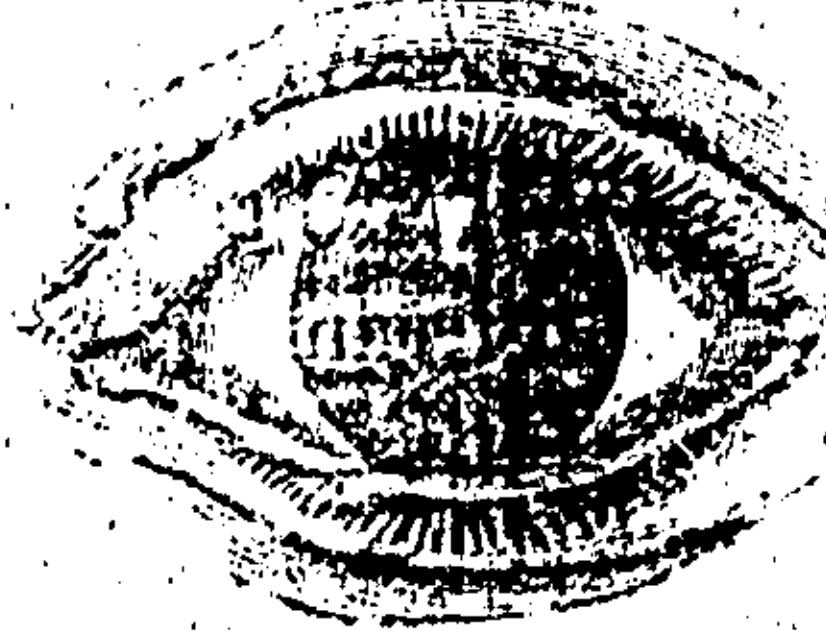
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.

Hotel.

VICTORIA HOTEL, MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHANGHAI), (TELEGRAMS—FARMER—MACAO)
 SHANGHAI, CANTON, MACAO, CHINA
 ON THE BRITISH CONCESSION, IN THE CENTRE OF THE PRIMA GRANDE
 H. HAYNES, Capt. T. AUSTIN, R.N.,
 Manager, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

THE P. AND O. MAIL CONTRACT.

AND THE "ALL RED" ROUTE.

Writing in the *Pail Mail Gazette*, Mr. I. E. Patterson says:—To expect absolute accuracy in the average newspaper report on mercantile marine affairs, especially in so technical a subject as steamship speed, would be equivalent to expecting to fetch a given port with a compass that, unknown to the mariner, was hopelessly wrong in deviation. Probably that is why some contemporaries have recently published half-true or worse statements about the Peninsular and Oriental Company's new contract to carry mails to India, China, and Australia. This is a part of our over-seas postage that has been principally in the company's hands during the past sixty years or more. Thus if any firm of shipowners knew best how to carry ocean-borne mails to the East, it should be the P. and O.

As to the new contract, which begins on the 1st of next February, and continues for seven years from that date, for £15,000 less a year than formerly, the company will decrease the outward pass. by thirty-six hours and the homeward run by just a nautical day. This increase in speed has been characterised by one of the morning dailies as "very small." Another compared the savings with what would be made on the Atlantic if the proposed "all red route" should become a fact. Complaints have been made that the P. and O. are not forced by the terms of the subsidy to run twenty-knot boats, instead of their sixteen to seventeen-knotters. It has also been put forward that the Far Eastern and southern routes are better suited for increased speed than the Atlantic is, where the increase during the past decade has been about six knots an hour. To answer these matters from the bottom, upwards: It is the short passage that has the advantage over the longer one in scope for acceleration, simply because every knot per hour put on over fifteen or sixteen means, proportionately, a much larger increase in the cost of propulsion, efficiency of engines, and resistance of reverberation. While the Suez Canal remains in its present condition and continues to be the route to the Far East, it is next to impossible to run even eighteen-knot boats. What is more, the great increase in speed across the Western Ocean has been only on its northern part. No steamer running through the tropics has put on more than half that acceleration in the same number of years. So far from a decrease of from twenty-four to thirty-six hours being a small matter on such a long run, without holding any brief for the P. and O., it means a big increase both in the capital cost of vessels and in running them. It must also be remembered that all acceleration in speed means diminished earning powers, owing to the finer lines needed in the craft, and to the greater amount of coal that has to be carried to gain that increase. If speed and frequency of service are required, whether for mail-carrying or any other purpose, the increase in excess of what ordinary trade conditions warrant must be paid for by subsidy of some sort. And it is quite obvious that no shipowner will build vessels for such a service unless he first obtains a certain fixity of tenure. He cannot be expected to run the risk of having such costly experiments thrown on his hands as the end of a short contract, with no probable employment available for them. For this reason, seven years is a short term for a mail contract, with such an acceleration of speed on a long passage. It is so short that any company new to that business would not be content without a much longer term. Besides, as to the comparison of speed on the Atlantic and on the eastern routes, in addition to the physical, the commercial conditions are entirely different.

If the public wants artificially fast services, over and above what the usual trade considerations require, then the nation must be prepared to pay the marginal account. The shipowner does not like such a liability in his trade, because it means running his business on an artificial basis. It means the difference between garden and household growing, or that which exists between Free Trade and Protection. As an illustration of what high speed means, Sir William Yonge told the recent Colonial Conference, apropos of the "all red route" (which, by the by, is the only concrete outcome of the Conference), that an increase of three knots on fifteen per hour meant actually doubling the coal consumption. Experts in marine engineering and shipbuilding say that this statement is perfectly accurate, and that it means a comparatively great cost in the craft themselves; the governing rule being that the coal consumption increases at the same rate as the cube of the speed.

With reference more directly to the "all red route," it could not alternate properly with the P. and O. service by the Suez Canal. The two services would be mutually destructive. The distance by the former route is 13,767 miles, taking Melbourne as the port of destination, and 10,864 miles by the latter route. Thus between the two there is a difference of 2,903 miles in favour of the Suez route, or of 27.5 per cent., and not a shipment of either passengers or cargo. An average mail speed of sixteen knots to Australia, which some writers have treated so contemptuously, in favour of an "all red route," represents a speed that has never yet been maintained by a mercantile craft in tropical water except across the Indian Ocean, and only then with a favourable monsoon breeze more or less at her heels. It must be borne in mind that to keep up such a rate of speed as is being asked for it would be necessary, on certain sections of the passage, considerably to exceed that speed; and that a ship giving such results would require, when built, to be capable of a speed of at least three knots faster than the average of her run. Assuming, however, that the P. and O. run a sixteen-knot service throughout, the time occupied between the Thames and Melbourne will be 25 days 19 hours, while to a tale an equally quick transit on the "all red route" a speed of twenty knots would be required on the Atlantic and eighteen knots on the Pacific. This would involve a subsidy of probably double that which is required for the Suez route; and even those Australian Premier, who, at the Conference, talked so well for the proposed "all red route," could not promise more than a fifteen-knot service from Vancouver to Melbourne.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY SHAREHOLDERS' MEETING of the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and confirming the appointment of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 15th August, both days inclusive.

By Order of the Board of Directors,
 W. E. CLARKE,
 Secretary.

Hongkong, 22nd July, 1907. [673]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,
 A. SHELTON HOOPER,
 Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
 General Agents for the West Point Building Co., Ltd.
 Hongkong, 11th July, 1907. [653]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent. (Two Dollars per Share) of the Six Months ending 30th June, 1907, will be paid on application at the Company's Office, registered as shareholders in the above Company on the 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 31st July, both days inclusive.

EDWARD OSBORNE,
 Secretary.
 Hongkong, 25th July 1907. [683]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association of the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 26th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive.

J. RUINE, MATHESON & CO., LTD.,
 General Managers.
 Hongkong, 25th July, 1907. [687]

For Sale.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM and
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1907. [45]

A WONDERFUL DISCOVERY.

This is the great discovery of our time, and it is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world.

THERAPION.

This preparation is unquestionably one of the most powerful and reliable of all medicines ever discovered, and has, we understand, been used in the Oriental Hospitals by Kiao, Bosen, Yohri, Yip, and others, who are regarded as authorities in such matters, including the celebrated Dr. Williams, and Dr. Ross, by whom it was some time since uniformly adopted, and that it is worthy the highest praise of the most eminent medical authorities.

It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world. It is a discovery that will revolutionize the world.

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Intimations.

Powell's

ARTISTIC

FURNISHERS.

PRESENT DAY
DESIGNS
FOR LOCAL
REQUIREMENTS.

ESTIMATES

and

DESIGNS

For

PRIVATE

RESIDENCES

OR

PUBLIC

INSTITUTIONS

FREE ON APPLICATION.

LETTER

and

COAST

ENQUIRIES

HAVE OUR PROMPT
ATTENTION.

'Phone: 346.

Tele: "POLO,"

Hongkong.

W.M. POWELL,

LTD.,

ALEXANDRA

BUILDINGS.

Des Vaux Road.

Hongkong, 27th July, 1907.

THE GUN CHAM.

Make way for the captain of guns—Make way,
That keen-eyed man by the fore-ba better;
The long, slim muzzles point grim and grey,
Waiting his word to be grimmer yet.

Eight men at the breech; one swings it wide,
One stands at the holst like a gnome;
There's a hundred-pound cartridge slip inside
And a flow who rams it home.
The monster moves at a finger's touch,
Its great screw-breech is slammed and
locked—

Stand back, clear... Fire!... Has it
stunned you much?
If that were a ship, she would have to be
docked,
But its target practice they're at, that's all—
Now, watch for the clouds of spray,
Keep the glasses up while the long shots fall
Till the end of the ricochet—
Miles away!

Cool-brained, steady, certain of aim,
Shoulder to pad, strong hand on his wheel,
After each roar and burst of flame
He swerves the tons of balanced steel,
Covers the target in splendid style,
Glances ahead at his patch of sky,
And if it was war, he would fire, and smile,
And fire again—till his turn to die.
—*Pail Mall Gazette.*

MY CHINESE FRIEND.

I knew them in Paris, where they belonged
to the Chinese Embassy. I don't know who
introduced them to our Anglo-American circle,
but they soon became immensely popular; no
party of any kind was complete without one or
other, if not all three, of our Chinese friends.
Some of the members of the Anglo-American
circle pretended to know their names, but to
most of us they were distinguished as the Tall
Chinaman, the Short Chinaman and the Chi-
nese Boy.

The Boy was about fifteen; and, being at
school at one of the French Lycées, he wore
the uniform affected by French schoolboys.
That adopted by his particular Lycée was
profusely decorated with large gilt buttons, I
remember; but, unlike most schoolboys, he
had a very splendid pigtail, long and thick,
of coarse black hair. He wore a plaited in a
great round coil at the back of his head, like
a girl, and a curious incongruous effect it had,
taken with his dark-blue button-sprinkled
uniform.

The Tall Chinaman was his father, and he
appeared always in his correct national costume:
shoes with soles two inches thick, which
raised him above the common earth; a black
silk cassock reaching to his ankles; and a
short, blue silk, sleeveless coat. To crown all,
he wore a cap with a tail peacock's feather
standing upright in it, and a magnificent
solitaire diamond in front.

CHANGES OF RAINMENT.

Further interesting details of his dress were
revealed to me on the one occasion on which
I saw him dance. It is not usual for Chinese
gentlemen to dance. They look upon dancing
as an entertainment to be enjoyed as spectators.
But on one occasion he so far con-
formed to European customs as to dance with
our prettiest young lady. The unwonted exer-
cise was probably more heating than he ex-
pected, for, after the first three or four rounds,
he stopped, and, to the admiring interest of the
company, divested himself of his dark-blue silk
coat, revealing a second-similar garment of a
paler blue underneath. After a few more turns,
this also grew too warm, and was discarded, a
third red silk coat becoming visible. This in
its turn was removed, giving place to a fourth,
which, I believe, was of a pale green colour.

After that, I lost count, but I know that the
Tall Chinaman finished that waltz in his cas-
sock, undisguised by any upper coat. Then
the other dancers became aware that, hanging
from his waist, he wore a long, silver chain of
many chains, at the ends of which dangled
strange, heavy objects, which, being no longer
controlled by the upper coats, flew out in every
direction in the manner of a lasso, or, rather
several lassoes; flinging themselves round the
bare arms of the ladies, attaching themselves
firmly to their dresses, striking some shrewd
blows as they whirled past, tearing the delicate
skins and the no less delicate draperies of the
passing dancers, till the hostess was fain to
signal to the musicians to stop that waltz,
whereupon the Tall Chinaman solemnly re-
sumed his many coloured coats.

A MUSICAL INTERLUDE.

The Short Chinaman was the musical one.
He never danced, neither did he wear a head-
gear, from which we gathered that he was not
of sufficiently exalted rank to be able to set
aside the etiquette of his country. In the con-
fidence of the smoking-room, he is believed to
have admitted to one of the smokers that he
could sing, and at our next musical party he
was accordingly entreated to give us the plea-
sure of hearing him.

His compatriots were not present that even-
ing, or no doubt the catastrophe that followed
would have been averted. After some pressing,
he gracefully yielded to our enticements, and,
taking a chair, withdrew into one corner of the
room, where he seated himself with his face to
the wall, and immediately began a series of
the most weird caterwaulings interspersed with
groans and growls.

Although he was sitting with his back to
them, the audience made superhuman efforts
to maintain an air of appreciative gravity.
After a few minutes, however, several of the
men crept out of the room and sojourned for a
while in the hall, returning with serious and
chamfered countenances, and from time to time
a subdued convulsion passed like a wave over
the audience.

A MATTER OF COURTESY.

The song came suddenly and abruptly to an
end, but before the audience could recover
presence of mind enough to murmur their
gratification, the singer started again on what
was obviously a different song although in its

main characteristics it closely resembled the
first. It was listened to in the same tense
silence. But when a third began, eyes that
till then had not dared to meet each other, shot
glances of appalled inquiry. As song succeeded
song, custom relaxed the tension of the
listeners, and no effort was needed to preserve
the gravity of their lengthening faces, till, with
a final gasp, the Short Chinaman "dropped" off
his chair on to the floor in a fainting condition,
and had to be carried out into another room to
be revived.

When he had sufficiently recovered to wipe
the moisture of exhaustion from his ghastly
face, he feebly explained to those who re-
monstrated with him that in China, when a
man is asked to sing, it is not considered good
manners for him to leave off until the audience
have signified that they have heard enough.—
Dr. Helen Bonchier in *Morning Leader*.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 15th August, 1907, at 11 A.M., at No. 1,
Reclamation Street, Yau-mai,
ONE MARINE TRIPLE EXPANSION
ENGINE

15in. by 24in. by 40in—37 Stroke—180 lbs.
pressure Built in 1903,
AND
ONE THURST BLOCK and SHAFT.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th July, 1907. [692]

To Let.

TO LET.

OFFICES at No. 14, DES VEAUX ROAD
CENTRAL (formerly occupied by Messrs.
Shewin, Tones & Co.).
Apply to—

HO TUNG,
Comptroller Department,
Jardine Matheson & Co.,
Hongkong, 4th April, 1907. [79]

TO LET.

ONE FOUR-ROOMED HOUSE at
PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 22nd June, 1907. [187]

TO LET.

A HOUSE in KNOTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [146]

TO LET.

H. A. THERLEIGH, Conduit Road.
No. 1, RIFON TERRACE, Boniam
Road.
OFFICES in KING'S BUILDING and
YORK BUILDING,
GODOWNS ON PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [639]

TO LET.

HOUSE No. 2, ROSE TERRACE,
Kowloon.
HOUSE No. 5, ROSE TERRACE, Kow-
loon, from 1st August next.
Apply to—

COMPRADORE,
Barretto & Co.,
Hongkong, 24th July, 1907. [665]

TO LET.

No. 1, WEST END TERRACE, Shamceen,
Canton.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [167]

TO BE LET.

A S' from the 1st August next, No. 5 MOR-
RISON HILL.
Apply to—
Messrs. JARDINE, MATHESON &
CO., LTD.
Hongkong, 29th June, 1907. [1624]

TO LET.

From 1st July.
LARGE and SPACIOUS GODOWNS
Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST,
at present in the occupation of the Admiralty.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st July, 1907. [1439]

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER
NEED NOW DESPAIR,
but with it, nature's doctor's bill or falling into
the den of misery, may safely and speedily
and surely be cured. By the introduction of
this NEW REMEDY.

1. ERAPION
A complete revolution has been wrought in the de-
partment of medical science, and thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.

Therapion No. 1—A Sovereign
Remedy for discharges, suppurating in-
fections, the use of which does irreparable harm by
leaving the constitution of structure and other
active diseases.

Therapion No. 2—A Sovereign
Remedy for rheumatism, neuralgia, sciatica, and
all those complaints which accompany
and result from rheumatism, and which are
supposed to be cured. This preparation purifies the
blood, and restores the system to its normal
condition, and is the only remedy which can be
relied upon for the cure of these diseases.

Therapion No. 3—A Sovereign
Remedy for indigestion, dyspepsia, and all
diseases of the stomach, and for all
diseases of the bowels, and for all
diseases of the liver, and for all
diseases of the spleen, and for all
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diseases of the excretory system, and for all
diseases of the integumentary system, and for all
diseases of the sensory system, and for all
diseases of the motor system, and for all
diseases of the endocrine system, and for all
diseases of the exocrine system, and for all
diseases of the immune system, and for all
diseases of the reproductive system, and for all
diseases of the nervous system, and for all
diseases of the circulatory system, and for all
diseases of the respiratory system, and for all
diseases of the excretory system, and for all
diseases of the integumentary system, and for all
diseases of the sensory system, and for all
diseases of the motor system, and for all
diseases of

Intimation.



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Hongkong, 26th July, 1907.

MARRIAGE.

On Saturday, July 20, 1907, at Shanghai, ARTHUR FREDERICK COLE, M.R.C.S. Eng. L.R.C.P. Lond., to EMMA MARGARET (Daisy) GILL, third daughter of the late Benjamin Gill, Esq., of Cloney Grange Co. Meath.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 27, 1907.

HARBOUR AMENITIES.

The smoke nuisance is no new question in Hongkong, where efforts have been made and regulations enacted to mitigate its effects, but it was scarcely understood generally that it had become a matter of interest in Shanghai, which has always prided itself on its municipal system. According to a Northern contemporary, however, the pleasure of strolling upon the water-side and in the public gardens is spoilt by continual clouds of dense, black, sulphurous smoke, and the practice of taking the evening air becomes an ironical farce. Shanghai is naturally proud of its beautiful Bund, which, as the centre of both business and recreation has an entirely different character from that of the water fronts of ordinary sea ports, and it seems absurd that such a promenade should be allowed to suffer from the contamination of a handful of ill-mannered launchmen whose powers of making themselves objectionable apparently vary in inverse ratio to their size. The writer makes the somewhat ingenious remark that the nuisance is due to "the wetness of the atmosphere which prevents the smoke and fumes of the funnels from rising." In Hongkong we have a rather different explanation of the evil, but as it appears that in Shanghai they have no harbour regulations to check the nuisance they naturally attempt to find other reasons than the real one for the continuance or, perhaps, we should say the existence of what must be an undoubted grievance to those who are in any way affected with asthmatical troubles. We learn that in Shanghai, as in Hongkong, undue whistling and hooting can be, and are forbidden. But in the matter of smoke the harbour authorities are powerless, and no new rule could be introduced without the approbation of the whole posse of foreign consuls. To devise such a rule has often exercised the ingenuity of many experts, but hitherto without success. There are the launches that lie up against the Bund all night; they naturally require to get up steam in the morning. There are the occasional launches from up and down the river; they also naturally wish to keep up steam, so as to be ready at any moment when their owners return from doing business in the town. If every launch were compelled to burn Cardiff coal, the smoke would cease

immediately; but the price of such coal is so prohibitive, that it is to be feared the launches would also cease. And what is the remedy suggested by our contemporary? It is as follows: "No firing up should be allowed after a certain hour in the morning; and that during the day time, launches not engaged in loading cargo should wait on the opposite bank. The great depth of the river there, puts certain difficulties in the way of buoying the stream; but surely it should not be impossible to provide one or two pontoons which would accommodate a dozen launches, and serve as signalling stations for communication with the Bund jetties." Perhaps that would meet the difficulty, but there is the better plan which is adopted in Hongkong of making regulations and punishing those who contravene them. To show how pessimistic the writer we need only give his closing sentence: "Failing that, and when the wind is easterly, the only remedy for us seems to be to wear respirators." The writer may be solemn, farcical or merely matter of fact, but in the latter event he might have proposed that the residents should avoid the "beautiful bund," where the gaiety of the Far East is encouraged by the generation of tales which are universally known as "bunders." At the same time, we have not the slightest doubt that the smoke nuisance in the North is fully as great as it once was in Hongkong. That is not to say the annoyance has been entirely removed from this Colony, anyone will recognise who has spent a brief space on Blake Pier in the hope of enjoying the evening breezes. Still, we are ahead of Shanghai in respect of the regulations framed to combat the evil, and the penalties attaching to infringements, which is matter for congratulation. In the intervals of attending to their other onerous duties, however, the police might occasionally give a passing thought to the powers with which they are invested for the preservation of the harbour amenities, a hint which, we are certain, will not be neglected by the myrmidons of the law.

LOCAL AND GENERAL.

THE Central Government proposes to arrange a loan with the Ta-ching Government Bank in order to provide the funds required for carrying on the Whampoa Conservancy work.

THE C. E. & M. C.'s total output of the company's three mines for the week ending July 13 amounted to 27,219 tons and the sales during the same period to 17,368.82 tons.

It is notified in the *Guardian* that His Excellency the Officer-Administering the Government has been pleased to direct that Monday, the 5th August, 1907, being a Bank Holiday, shall be observed as a holiday by the Government departments.

THE latest returns of the casualties from the recent explosion of gas at the Hokoku Colliery in the Fukuoka Prefecture give 65 dead and 93 injured, all of whom have been identified. It is estimated that 275 others have been burnt to death underground.

WE are requested to state that the books for the signatures of persons calling upon His Excellency the Governor and Lady Lugard will be kept at Government House up to and including Saturday, the 3rd proximo, and thereafter at "Mountain Lodge."

A GOVERNMENT notification states that the Harbour Master is authorized to issue certificates of competency as master or as engineers of steamship under 6 tons. A fee of \$1.50 shall be payable by every candidate for such certificate on presenting himself for examination.

MR. James Epps, of Higginwood House, Beaulieu Hill, Norwood, S.E., founder and original proprietor of the firm of James Epps and Company (Limited), homoeopathic chemist and cocoa manufacturers, who died on April 23, left estate valued at £735,387 gross and £705,575 net.

THE result of the competition for designs for the church in Tsingtau are announced as follows:—First prize, \$5,000, Herr Count Rothkegel (Tsingtau). Second prize, \$1,000, Herr Wentrup (Tsingtau). Third prize, \$500, Herr Paul Hachmeister and Herr P. F. Richter (Tsingtau). Eleven architects competed and the next in order sent in plans labelled, respectively, "Maya," "124" and "Evangelium." An exhibition of the designs is announced to be held in Government Hall, Tsingtau, in the course of the next few days. Unsuccessful competitors are asked to send their addresses to Herr Strasser, Tsingtau.

THE report of the Sun Insurance Office (Messrs. Smees & Co., agents) for the year 1906, states that the premiums received, less re-insurances, amount to £1,471,604:1:0, being an increase of £152,284:7:2 as compared with those of the preceding year. The losses paid and outstanding amount to £1,056,395:1:8 being at the rate of 71.78 per cent. on the premiums received. The expenses of management (including commission to agents and working charges of kinds) amount to £123,690:8:3 being at the rate of 35.59 per cent. The income from investments during the year has amounted to £99,336:1:0. After providing for the usual reserve of 40 per cent. of the premiums to cover liabilities under current policies there is a debit balance of £79,048:4:10, which has been transferred to the profit and loss account.

HONGKONG DOCKS.

ANOTHER ORDER FROM THE PHILIPPINES.

The U.S. Chief Quartermaster at Manila, on the 20th instant, awarded a contract for another steel launch to be built by the Hongkong and Whampoa Dock Company for \$17,800 gold. This is the third contract the company has been awarded within a week. The others amounted to \$35,810 (K.I.D.). Considering that the latest order may be regarded in the nature of a "repeat" order, it speaks much for the constructional ability of the Hongkong docks and of the workmanship and material, as these vessels are, we believe, identical in specifications with the first launch of the kind built for Manila last year.

DEATH ON THE LINE.

AGED WOMAN RUN DOWN BY LOCOMOTIVE

A distressing accident occurred yesterday in which Chan Lisi, a woman, aged eighty-three years, residing at No. 70, Temple Street South, Yau-ma-tei, was walking along the road and unfortunately chose for her location the track of the locomotives, which are used for drawing the trucks, engaged in removing sand and earth from the back of the Disinfecting Station to the new reclamation ground off Sixth Street. As it happened the old woman was stone-deaf, so that when a locomotive followed on her tracks she paid no heed to the warning from the driver, who, being unaware of the woman's infirmity, continued on his course, and Chan Lisi was knocked down. She was picked up by passers-by, when it was found that she was considerably injured both on her head and her body. Sergeant Appleton, who was passing, sent for an ambulance and had her removed to hospital, where she expired without having regained consciousness the same evening.

A NEW issue of stamps for Indo-China is almost ready. It differs altogether from the present issue in size, ornamentation, and setting. The designs will typify the native races of the Colony. The only drawback to the new stamps arises from the value being expressed in francs and centimes instead of in dollars and cents, the local currency.

MISS MARY MACKINTOSH, a sixteen-year-old girl, residing at No. 53, Elgin Road, Kowloon, was summoned before Mr. F. A. Hazeland, at the Police Court, this morning, with assaulting her amah. The amah's story was to the effect that on the 24th instant, the defendant sent her out to make a purchase. When she returned, after being away some time, the defendant threw a pot-boiling tea at her, scalding her feet. Miss Mackintosh explained that it was all an accident. She was holding the pot in her hand when the amah entered and it dropped out of her hand. His Worship: Are you willing to pay compensation? Defendant's brother: We will leave it to the Court. His Worship: I have no power to order you to give compensation; but assuming it was an accident I would suggest that you give her compensation. The defendant agreed to give the amah \$3 compensation and the summons was withdrawn.

CALCUTTA has lost one of its oldest and most faithful entertainers in Miss Fanny Stanley who died at the General Hospital on the 6th instant. Though only thirty-seven Miss Stanley had been before the Calcutta public quite twenty years, and in that time had striven hard to afford amusement. Starting as a "principal boy" in her father's late Harry Stanley's Pantomime and Comic Opera Company she had, year in and year out, acted with varying success in Calcutta and the principal up-country stations; with less success latterly, we fear, owing to the competition of the more powerful and better equipped companies imported by Mr. John Gunn, Mr. Dallas and Mr. Handmann. She was a capable hard working actress, who was always worth seeing in pantomime and musical comedy and such melodramas as *East Lynne*, which was her favourite piece. In private life she was highly esteemed as a generous, large-hearted woman, and had never any enemy. Curiously enough her last "run" financially was a railway accident in which the train she was in was run into by another and herself and company more or less severely injured. She received liberal compensation; but we are afraid did not keep it long. — *The Asian*.

CURIOSITY enough, the Nederlandsche-Indische Handels-bank, whose head office is at Amsterdam and whose headquarter is located at Batavia, has just opened imposing premises in Hongkong for the transaction of business, writes the Hongkong correspondent of the *Indo-European Commercial Intelligence and Trade Register*. Previously, the Netherlands India Commercial Bank—which is its name in English dress—had been content to do business through the other local banks, but the growth of trade between the Dutch Possessions and South China has led the Bank to open a branch, which will be under the direction of its own representatives. It was only a few months ago that the Netherlands Trading Society acquired premises of their own in Hongkong, and their experience, especially in connection with the trade between Bombay and this Colony, has been entirely satisfactory. Probably the success which attended the operations of the Netherlands Trading Society induced the Commercial Bank to follow their example. In any event the advent of the Dutch banks is welcomed in Hongkong; for while they strengthen the financial resources of the Colony, they also enable merchants to execute their transactions at the minimum of cost and without the interference of intermediaries, whose commissions and percentages not infrequently swallow up the profits.

CHINESE CRUISER'S

MISFORTUNE.

REVENUE GIG WRECKED AND TWO DROWNED.

NARROW ESCAPE OF THE CAPTAIN.

Intelligence, though somewhat belated, reached us just as we were going to press last evening of a most unfortunate accident which occurred off Sha U Chung, in Mira Bay, on Thursday afternoon, in consequence of which two Chinese seamen, of the Chinese revenue cruiser *Lik*, lost their lives. The facts as gathered by our representative were that at 1.15 p.m. on the day in question the steamer *Lik*, while off Sha U Chung, sent off a gig, in charge of six of her crew, including the captain, the chief officer and four Chinese seamen, whose names could not be ascertained. The gig was endeavouring to make for the creek, but when nearing the shore they got caught in a mountainous surf which took their boat and treated it like a cockle-shell, capsizeing it, throwing the occupants into the water, and leaving but little more than firewood of the gig itself. The occupants managed to swim ashore, though in a perilous position, on account of the heaviness of the surf, in which they ran a risk at any moment of losing their lives. As it was, on reaching the shore it was found that two men were missing and had undoubtedly been drowned, while the captain got tangled up in the awning and ropes of the gig and was being terribly buffeted about in the fierce surf. Seeing the dangerous predicament in which the captain was placed, at the risk of their own lives, Mr. Cross and Mr. Miller, of the Imperial Maritime Customs, gallantly rushed into the surf and rescued the captain. Conveying the captain on shore they promptly applied first aid to him. After some time their efforts were at last crowned with success and the half-drowned skipper was resuscitated.

In view of the fact that Messrs. Cross and Miller were themselves considerably dashed about by the violent waves this act of gallantry on their part is deserving of the greatest credit.

As going to show the condition of the surf at the time, an old pilot declared that with all his experience, extending over very many years, nothing would have induced him to launch a life-boat—let alone a gig—in such a tempestuous surf. And coming from an old experienced mariner, knowing these waters well, his opinion goes to enhance the gallant act of Messrs. Cross and Miller. Miss Day, it should be explained, is open straight to the China Sea, and consequently under the influence of the disturbed weather, and thus at the mouth of a creek the surf occasionally runs mountainous high, while lower down the bay the sea is comparatively calm, as was evidenced by the fact that at the time of the unfortunate accident the mail packet *Ilwaco* (Captain Lewington) was successfully landing passengers, discharging and loading cargo.

CONTROL OF MOTOR BOATS.

GOVERNMENT REGULATIONS.

The Government Gazette contains the following regulation for the control of motor boats in the waters of this Colony.

1. In these regulations, the term "motor boat" shall include every vessel not exceeding 60 tons, propelled by any mechanical power, however applied, except at any oars, or sails.
2. The regulations contained in table E of the schedule to this [Merchant Shipping] Ordinance, shall apply, as heretofore, to all motor boats in the waters of the Colony, except the provisions relating to "machinery and boiler" in Part I, Rule No. 3, for which the following provisions are hereby substituted:—

MACHINERY.

- (a) That the machinery of the vessel is sufficient for the service intended and is in good condition.
- (b) The time for which such machinery will be sufficient.
- (c) That the engineer of the vessel possesses a certificate of competency as "motor engineer" from the Harbour Master of Hongkong or such other certificate as may be recognised by him.
3. The following additions to the regulations contained in table E shall apply to all motor boats in the waters of the Colony.
- (a) The examination for certificate of competency for engineers of motor boats (to be styled "motor engineers") shall be limited to the knowledge and management of the engines of motor boats. The several types of motors in the management of which each such engineer has qualified shall be noted on his certificate.
- (b) It shall be lawful for the Harbour Master in such special cases as he may think fit to issue a permit to any motor boat carrying a certificated motor engineer who also holds a master's certificate under the rules in this table to be under way in the waters of the Colony in charge of such engineer only. Such permit shall be in writing and shall be signed by the Harbour Master and shall be subject to the conditions therein contained.

Provided, always that it shall not be necessary for any motor boat not exceeding 35 feet in length over all (and not plying for hire) to carry any certificated master or engineer.

In the Administration Report on Pahang for 1906, the following statement occurs:—Raub continues to be the only working gold mine and crushed 69,139 tons for 9,997 ounces. A noteworthy feature of the management at Raub is the steady decrease of the working cost, which was as low as 2.27 dwts. per ton for the year ended Feb. 1906. The most recent and encouraging discovery is in striking the eastern lode at about 350 feet east of the main lode.

PIRACY IN CHINESE WATERS.

JUNK BOARDED AND CREW ROBBED.

An incident occurred on the 23rd instant in the China Sea, which reads like an old romance. In this case the facts go to show that at ten o'clock on the night in question a fishing junk, of 150 piculs capacity, when passing Lin Tin, an island at the mouth of Deep Bay—which is in Chinese waters, a Hok-lo boat floated up in the darkness, hailed her, and asked if she had any fish for sale. On receiving a reply in the negative from the master of the fishing junk, two shots were fired by those on board the Hok-lo boat at the junk. When the crew heard the shouting and the shots whistling over their heads they naturally became very much alarmed, so that when the Hok-lo boat came alongside it was an easy matter for the pirates to board her. Arriving on board the desperadoes took general charge from the crew of the fishing-junk, and chased the latter into the lower hold and battered them down under the hatches. The crew thus being secured and the fishing craft entirely at the mercy of the pirates, short work was made of removing all that was worth taking out of her. In all, they secured money, jewellery and clothing to the value of \$97. Having obtained their booty the pirates left the "fisher," leaving two of their number on guard until nine o'clock the following morning, when they ordered the crew to come up on deck. They were then handcuffed, placed on board a dinghy and taken off and dumped on an island between Macao and Canton, where they were left to their own devices. The pirates then returned to the junk and set sail, proceeding in a westerly direction, as if towards Macao. The unfortunate crew, comprising five men, of the stolen junk, remained on the island until four o'clock the same afternoon when a passing junk took them off from their more than uncomfortable position and landed them at Tam-chau—an island close to Canton. They then proceeded to Hongkong and reported the experience, to which they had been subjected, to Inspector Kerr, of the Water Police Station. Under the circumstances it is not anticipated that anything can be done either to recover the junk or to capture and punish the raiders. It is, of course, a matter for the Chinese authorities to attend to.

HONGKONG WATER POLO

SHIELD COMPETITION.

SECOND ROUND.

Yesterday afternoon a large gathering of spectators assembled at the V.R.C. enclosure to witness two exciting Water Polo matches. The more interesting one was that played between the Royal Hongkong Yacht Club and the Corinthian Yacht Club.

R. E. "A" TEAM vs. MIDDLESEX "B" TEAM. This match was played first, and was an easy win for the former team by 8 goals to nil. The R. E. team was much stronger than the Middlesex team, and almost every man in the former scored. The Middlesex men were all new players; still they played well, and the best man in the team was the goal keeper Private Riddale, who played a very nice game. The teams were as follows:—Royal Engineers "A" team: Staff Sergeant Walsh, Cp. Grady, Sappers Carr, Vaughan, Morrish, Goodyear and Barton. Middlesex "B" team:—Cp. Perkins, Privates Riddale, Warner, Reed, Cp. Newman, Cp. West and Private Chapman.

CORINTHIAN Y.C. vs. R.H.K.Y.C. This match started soon after the first one was finished, and was a fast game. There was, however, a great deal of fouling on both sides. Wittich scored the first goal which was passed to him by E. Humphreys, then Franklin swam away from his man and missed a nice goal. Again Wittich had the ball and scored the second goal for the Corinthian Yacht Club. Soon after this the Corinthian goal keeper had a free throw, and Franklin managed to stop the ball and scored the first goal for the Royal Yacht Club. A little while before the half time Cooke fouled against Carpenter, and was ordered out of the water by the Referee. The Corinthians had thus to play with only six men against seven for a while before the whistle went for half time.

The second half also started a fast game, and Linton scored the next goal for the R.Y.C. After this goal was scored Cooke was allowed to go in again, and the third and last goal for the Corinthian Yacht Club was scored by E. Humphreys from the middle of the bath.

The Royal Yacht Club had a stronger team than their opponents, but their play was poor, and both of the teams missed many easy goals. The teams were as follows: Corinthian Y.C.: R. C. Wittich, E. Humphreys, C. Humphreys, J. Miller, C. J. Cooke, J. Forbes and D. MacCrae.

R.H.K.Y.C.:—F. Biden, R. W. Lester, R. B. Beattie, G. C. Franklin, E. W. Carpenter, J. W. Wishart and Linton.

The Middlesex "A" team have forfeited to the V.R.C. "A" team their match in the second round.

So far the fixtures for the Third Round are:—R. E. "B" team vs. V.R.C. "B" team on Tuesday, 30th. The 7th Co. R.G.A. vs. Middlesex "B" team and the R.H.K.Y.C. vs. Middlesex "A" team on Friday, 2nd August.

COMPETITION TABLE.

Played	Won	Lost	Drawn	Points
7th Co. R.G.A.	2	0	0	6
V. R. C. "A"	2	0	0	6
Corinthian Y.C.	2	0	0	6
R. H. K. Y. C.	2	1	0	3
R. E. "A"	2	1	0	3
R. E. "B"	1	0	1	0
Middlesex "A"	0	1	0	0
Middlesex "B"	0	2	0	0
V. R. C. "B"	0	2	0	0

OWING to the drought in Yunnan H. E. Viceroy Sir Laog, in the absence of other sources of income, has asked the Throne to allow him to open an office for the sale of substantive official rank, the sale to stop as soon as the sum of one million taels has been obtained.

CANTON DAY BY DAY.

CHEAP RICE.

[From Our Own Correspondent.]

Canton, 27th July. I have been requested to devise means to enable the public to continue the cheap disposal of rice. The public, the Kwangchow Prefect, Chan Kung Tsang, has written to the principal rice disposal office to the effect that he had conferred with H. E. the Acting Viceroy on the matter and instructions have been received from the latter that the gambling monopolists have been obliged to subscribe more generously, and that the Government is to contribute \$50,000 towards the fund; and, furthermore, if the subscription collected is not sufficient to defray the expenses, the Government will do its best to uphold the continuation of the cheap rice sale, with funds over and above the promised sum of \$50,000.

On receipt of the above, the committee of the Rice Bureau at once sent a telegraphic order to Annam for another large quantity of rice. It is the opinion of the committee that, if no funds are available, the different rice sheds will have to be closed. Now the continuation of the cheap disposal of this staple is entirely dependent on the benevolence of the officials, so that this step is to be appreciated by the public generally.

CANTON-HANKOW RAILWAY. It has already been reported that the annual general meeting will take place on the 1st day of the 7th moon of the Canton-Hankow Railway Company for the election of a board of committee of thirteen men, namely, auditors and inspectors for the ensuing year. The Company has now petitioned the Acting Viceroy requesting him to instruct the Provincial Judge to be present at the meeting on that day and the Company also invited the Acting Provincial Judge, Kung Sui-tsai, to attend the proposed meeting in the same manner as the holding of the last extraordinary meeting on the 2nd day of the 6th moon for the election of a president and vice-president.

A GRATUITY RETURNED. The subordinates of the Acting Provincial Judge, Kung Sui-tsai, have received \$40 *chunhsa* from the Canton-Hankow Railway Company, for their presence to keep guard at the last extraordinary meeting on the 2nd day of the 6th moon. On discovery of the fact, the Judge was much annoyed and he therefore severely reprimanded the offenders and returned the money to the Company.

ANTI-OPIMUM ASSOCIATION. On receipt of the telegram informing him of the approaching opening of the Central Anti-opium Association at Canton and hospital for the treatment of opium-patients, etc., H. E. Viceroy Shum sent a reply stating that he is much pleased to be learning the news and that he will be much more satisfied if the suppression of gambling throughout the province is also effected. In the message H. E. also stated that he has not yet recovered and that he will not proceed to the South for his new post on some time.

The following regulations will be observed in regard to the issue of licences to, and the registration of opium smokers after the last day of the sixth moon:—(1) Smokers, when registering, are to state exactly the amount of opium consumed daily. (2) Name, profession and address to be fully detailed, when being registered. (3) Smokers to furnish the Government with one photo and another to be stamped by the Government and which is to be produced together with the licence, when purchasing the drug. (4) Smokers are to personally purchase the opium they require, and if not present in person no opium will be sold, and inspectors will be frequently sent to look out for secret opium smoking.

SALT COMMISSIONER. It is reported that the newly appointed Salt Commissioner, Ting Nai-yang, is expected to arrive here about the end of the present month to take over charge of office.

RETIREMENT OF SIR ROBERT DOUGLAS.

A LOSS TO THE BRITISH MUSEUM.

Sir Robert K. Douglas, one of the best known and oldest officers in the British Museum, informed a representative of the *Pail Mail Gazette* that it was quite true he was retiring from his post as Keeper of Oriental Books and MSS., a post he has held since 1892. "I have exact date," he said, "is July 20, when I shall have completed forty-two years' service at the Museum. I am retiring under the age limit."

"During my association with the Museum I have had charge of the Chinese and Japanese books and MSS., and when, fifteen years ago, I was appointed Keeper of Oriental Books and MSS., the whole range of Oriental literature of Asia came under my supervision."

"Yes," he said, in reply to a question, "I have seen enormous advances made in the Museum, my section having increased to more than double the size it was forty-two years ago. One of the most interesting acquisitions which we made was the securing of the largest printed book in the world—the Great Chinese encyclopedia. It is contained in no less than 5,020 volumes."

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 28th inst., 9 a.m.
German (*Prinz Regent Luitpold*) 29th inst., p.m.
German (*Prinz Ludwig*) 30th inst., p.m.
Indian (*Lahang*) 3rd prox.

The C. P. R. Co.'s *Tartar* left Vancouver p.m., on 26th inst., for Hongkong via the usual Ports of Call.

The Imperial German Mail s.s. *Prinz Ludwig* left Shanghai on 27th inst., at 8 a.m., and is expected here on or about 30th inst., p.m.

Telegrams.

[Reuter's.]

The Manchurian Railway Loan.

London, 25th July.

The *Times* says that the non-success of the Manchurian Railway loan shows that capital has been milked nearly dry, and must have a rest.

The Unrest in India.

Lord Curzon, the guest of the Grocers Company in London, said that the unrest in India was only skin deep. It was a great fact that the most irritable portion of India, in the North-West frontier, remained quiet.

Later.

Crosby Hall

An exchange of sites has been arranged by private enterprise, by which Crosby Hall is saved.

The Japanese Cruisers in France.

The *Tsukuba* and the *Chitose* are at Brest. Admiral Ijima and staff are in Paris, where President Fallieres gave a lunch in their honour. President Fallieres and the Japanese Ambassador are exchanging the most cordial toasts.

In the meanwhile the Admiral commanding the two American cruisers at Brest entertained the Commander of the *Tsukuba*.

KOREA AND JAPAN.

A FUNDAMENTAL SOLUTION.

[V. C. D. News.]

Tokio, July 22.

Japanese troops remain in occupation of the powder magazines in the neighbourhood of Seoul, and are taking ammunition away from the Korean troops.

Pak Yong-hoi, Minister of the Household, two Elder Statesmen and a few higher officials were arrested this morning on a charge of inciting to riot.

Japanese journals in Korea have held a meeting at Seoul, at which it was resolved that the abdication of the Emperor did not dispose of the Korean question, but that a fundamental solution was imperative. Marquis Ito and Viscount Hayashi, in receiving a deputation of the journalists, who submitted the resolution, declared that the abdication of the Emperor was Korea's own affair, and that they were resolutely prepared to deal with the situation.

JAPANESE DEMANDS.

Negotiations are in train, and the Japanese demands, which will shortly be presented, are reported to include a revision of the Treaty of 1905 to extend Japanese powers to domestic affairs. There is to be a clear distinction between the Court and the Government. There will be a responsible Government under the guidance of the Resident-General, while Japan will assume control of Korea's military and possibly legal affairs.

The residences of two ex-Ministers were burned to the ground this morning.

THE ATTITUDE IN JAPAN.

Tokio, July 23.

A Conference of the Elder Statesmen and Cabinet Ministers was held this morning in Tokyo to discuss the Korean situation. Martial law is practically in operation in Seoul, and it is expected that a censorship on Korean newspapers will begin from to-day.

The diplomatic and military details of the abdication have been confirmed. The abdication was proposed by the Korean Elder Statesmen and Ministers, and was intended to forestall Japanese demands in view of the Hague blunder. Japanese, both at home and in Korea, are unanimous in considering that the Emperor's abdication does not dispose of the situation in Korea, which has entirely eclipsed the San Francisco problem. A mass meeting here last night to consider the American question proved a failure, but incidentally it adopted a resolution on the Korean question.

THE EMPEROR'S RESCRIPT.

The following telegram has been courteously communicated to us in translation, by the Japanese Vice-Consul in charge, to whom it was sent yesterday (22nd inst.) afternoon by the Japanese Government:

Towards the evening of July 19, the Korean Minister of Justice came to the Office of the Resident-General and delivered him a message from the Korean Emperor. Viscount Hayashi, the Minister of Foreign Affairs, was also present. The message runs as follows:

"I have abdicated by my own sincere desire and not through any persuasion or threat from others. For the last ten years it has been my desire to hand over the management of national affairs to the Crown Prince, but the time to do so did not come until to-day. Thinking it now, however, high time to do so, I have this day voluntarily abdicated the Throne in favour of the Crown Prince. This step is in accordance with the natural order of things and is a matter of congratulation for our country. However the ignorant people, failing to understand this principle, may have their passions aroused and attempt to create riots. The Resident-General is, therefore, requested to stop such attempts or to suppress them in case of necessity."

On the morning of July 20 at 8 a.m., the ceremony of abdication was concluded, and at 5.30 p.m. the Resident-General and the foreign Consuls-General were received in audience by the new Emperor and presented their congratulations to him. They were then given audience in a separate room by the retiring Emperor at his desire.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PASPALUM GRASS AND ITS GREAT VALUE TO STOCKOWNERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—Would you kindly oblige me by publishing the following, as it may prove serviceable to many of your readers. Paspalum grass should be sown at the wettest period of the year, or where the rainfall is light in the cool months.

Of this celebrated grass Mr. W. S. Campbell, Director of Agriculture, N.S.W., says: "This grass has attained such remarkable prominence, and so many people have become acquainted with its great value, and so much has been written about its merits, that anything one can write upon the subject seems superfluous." He also says, speaking of its introduction, "Gradually the farmers took to planting it, and as its excellent qualities became known the demand for seed and plants became enormous, and its name has now become familiar to every man, woman and child, not only in the Richmond and Tweed River districts, but all over the coastal districts of the State."

This is the favourite grass with the stock-owners here, and to the dairymen especially has proved a veritable gold mine. It produces an immense amount of succulent herbage, which is eagerly relished by all stock; grows from 5ft. to 10ft. high; bears a large quantity of seed, which can readily be dispersed at a good price; and thrives well almost anywhere. No other grass can equal it for rapid growth, quantity and quality of herbage, and its adaptability to almost any soil or climate; and the person who introduces this grass into his district will prove a benefactor not only to the locality in which he resides, but the Commonwealth generally. Any land on which paspalum is established is worth from 50 to 100 dollars per acre.

This is what Mr. C. F. Julius, Secretary of the Agricultural Union, Cuckoo Creek, says in the *Government of Agriculture Gazette*, N.S.W.: "This remarkable plant is quickly coming to the forefront as a grass peculiarly adapted to our uncertain climate. Being a deep-rooter, its properties as a drought-resister alone proclaim it valuable; and while throughout the warmer seasons of the year it surpasses all other grasses in the rapidity and abundance of its growth, the severest of our frosts, although retarding its growth, fails to subdue its ever-green state. It is most efficacious in subduing and preventing the growth of all noxious weeds. By the assistance of paspalum dilatatum many lands hitherto deemed worthless in their rocky, hilly or swampy situations, have been triumphantly reclaimed."

The *Agricultural (Govt) Gazette* says: "Throughout the length and breadth of the southern dairy districts paspalum grass is regarded as the 'king of pasture grasses,' and at present it has, no doubt, every claim to such a position."

Mr. H. Muncey, of Duodas (N.S.W.), says: "Paspalum is the grass that has revolutionized the dairying industry on the North Coast. Scores of instances can be quoted showing that the capacity of farms has been doubled and trebled, and it forms a dense mass of succulent forage. Having spent over a month going through farms where this grass has been sown, I can safely recommend its planting on a large scale. I have seen farms where 100 head of dairy cattle have been kept all the year round on less than 100 acres of land, giving splendid returns in milk and butter. This grass, if enclosed for a short period during autumn, will provide a good supply of feed for the winter. Its value to the State cannot be expressed in thousands of pounds."

Mr. Brandon, the well-known manager of the North Coast Co-operative Butter Factory, says of paspalum: "I do not know what this district would have done without it, especially during the very dry weather we experienced some time back. With regard to the quality of the butter manufactured from it, it is all that could be desired. This factory, which was established about 10 years ago, and is owned and controlled by our farmers, for the month of October last paid away to its suppliers for cream and milk the immense sum of 225,000 dollars, 5 dollars to the £, or at the rate of about 5,500,000 dollars per annum. Some of our dairy farmers for this month received cheques for from 500 to 1,500 dollars for cream and milk. Nearly all the cows from which the milk is obtained for this factory are grazed on paspalum and clover, and very few of them are either hand-fed or housed during the winter months."

Mr. Campbell, Director of Agriculture, after his recent visit to these districts, also says: "I have returned greatly impressed with the prosperity of the people in that part of the country. The paspalum grass grows with extraordinary luxuriance, and so high is the growth that if it stood up straight, the stock would be quite lost in it. As it is, though bending over with its own weight, in many places, only the backs of the cattle are visible. Apparently, the cattle are unable to eat it down, and I believe that it would sustain five or six head of stock per acre for several months. Farmers are doing wonderfully well, and land is bringing high figures."

This grass has been known to yield, at the Wollongbar Experimental Farm, on cultivated ground when four months old, 22 tons of green fodder, and several successive cuttings of over 15 tons each per acre, within the year. On a fairly rich soil, where there is a good rainfall, this grass should easily sustain one bullock, or to sheep per acre, and from 10 to 100 pigs could be kept in good condition on a few acres, with the addition of some skim milk or other feed. All persons who have used it for this purpose speak very highly of it."

In conclusion Mr. Editor, and thank you in advance, I beg to say I will be only too pleased to give further information to any of your readers if they forward stamp for reply to—Yours, &c.,

B. HARRISON

Burrigbar, Tweed River, N.S.W., Australia.

A VICTIM OF A GOVERNOR'S FANCY.

The following is a short sketch of the unfortunate Madame Tai Ching, late teacher and Vice-Principal of the Mingao Girls' School, of Shanghai, who was, the other day, executed by a panic-stricken Governor and his henchman, the prefect Kuei of that city, without the least jot of incriminating evidence to justify even imprisonment, much less death.

Madame Tai Ching was a native of Shanghai, Chikiang, and at her death was twenty-eight years of age. Her father had been at one time a prefect of Honan, and she herself was married at an early age to a son of one of the most honourable and wealthy families of that province. The late lady's husband is still living and is in Peking as a third-class secretary in one of the great departments of State. During the first year of marriage the young couple were most affectionate towards each other and lived happily together. She bore him two sons and subsequently taking advantage of the railway facilities of the province went to Japan to study. Whilst there she apparently imbued very advanced views and wrote her husband many passionate letters on reform. The husband replied by entreating her to be more moderate in her ideas and this was the rift in the lute which finally led to a disavowal by the husband and a mutual agreement of separation between the two. Whilst in Japan the year before last it happened that the Japanese Government desired to make certain changes concerning the registration, etc., of Chinese students in that country. It will be remembered a meeting was called amongst the students to protest against the measure. There Madame Tai Ching made an impassioned speech before nearly 8,000 students and by her eloquence carried the vast audience almost off their feet. The applause given her was magnificent and there and then the students vowed that they would return to China if the premises were not extended. On her return to China she inaugurated a "Woman's Paper" in Shanghai. Her father died a few years ago, and her mother only last January. Her eldest brother is a substantive district magistrate in an adjoining province, while her second elder brother remains at home to take charge of family property. Both of them have been against their sister's politics and she frequently received letters upbraiding her for her advanced views. She also inaugurated a gymnasium in Shanghai and assisted in starting the Taining School of that city, the purpose of which she subscribed out of her private means \$1,000. During the annual school examinations and exercises at this school last year Madame Tai Ching gave an eloquent address before the school, Kuei the prefect of Shanghai, and subsequently the unfortunate lady's executioner, also being present. In commemoration of this speech of Madame Tai Ching, prefect Kuei presented an honorary tablet to her praising her eloquence. She received a fair Chinese education and was fairly well acquainted with English and Japanese. Her parents were free to all deterring student school. It was because of the countenance your Honour gave to my feeble endeavours that encouraged me to do more for my native city."

Asked whether she corresponded with Hui Hui, the reply was that she knew Hui Hui merely as a fellow-citizen and that she had only met him once, which was in Shanghai. She had never corresponded with Hui Hui, but if any letters had been discovered purporting to be from her they were forged.

Question—Where is your husband?
Answer—We have been separated for many years, and I know nothing of him; either whether he is alive or dead at this moment.
Question—Have you married again?
Answer—Having left my first husband for principle's sake, why should I seek another?
Producing some lines of poetry written and composed by his victim Kuei asked her whether there was any revolutionary sentiment in them. The reply was that there was none; although following the literary fashions of the day there were certain lines making fun of the ignorance and timidity of the powers that be in relation to getting a constitution, and such like needed reforms, and that she was not the only one who had done this. Finally, in order to get her to "confess" and give the names of her "fellow-conspirators" the heroic lady was tortured in several ways, but all to no effect. She had none, she said, and she was perfectly loyal. "You may kill me for crimes of which I am both innocent and ignorant. But the day will come to move that I am innocent and that you all will be sorry for what you have done."

Having said this much the officials could get nothing more from her. She quietly obeyed when told to sit or stand, but she refused all food. The same evening of her arrest the unfortunate lady was executed. Truth must out and it has been discovered that absolutely nothing incriminating was discovered against Madame Tai Ching. She was simply a victim at the hands of Governor Chang Tseng-yang at Hangchow, who, panic-stricken at the possible revolution in Chekiang province, ordered the lady's summary decapitation merely on the recommendation of the prefect Kuei, who having enlisted the lady in her days of popularity, deserves, therefore, the same fate. As a miserable excuse this man tries now to saddle Madame Tai Ching with the blame of being a conspirator the other day, which we may state was quietly as soon as the additional taxes were taken off. All the principal members of the native Press now demand the execution not only of prefect Kuei but also of Governor Chang Tseng-yang. A Hangchow dispatch now states that Governor Chang Tseng-yang has asked to be relieved of his Governorship probably because he knows that his recent actions will bring about a strong movement again throughout the country and that the members are already getting to work to call him to account.—V. C. D. News.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write:—There has been a slight improvement in rates due to a continued demand by investors, and a fair business has been done.

Banks.—Hongkong and Shanghai Banks have not fluctuated and the quotations for the old and new shares are unchanged. The London rate for the old shares ex new issue has improved to £80 10s.

Marine Insurances.—Cantons are still inquired for at \$170, and North Chinas have buyers at the advanced rate of Tls. 75. Unions have been sold at \$75.

Fire Insurances.—China Fires are steady at \$88. Hongkong Fires are obtainable at \$320. Shipping.—China and Manilas can be placed at \$15. Douglases are quiet at \$41, while Hongkong, Canton and Macao Steamboats are offering at \$391. Shell Transports have advanced to 47, and are in demand at the rate. Star Fettes old and new are unchanged. Refineries.—China Sugars have slightly hardened and buyers prevail at \$100. Other stocks under this heading are unchanged.

Minio.—Chinese Engineerings have weakened to Tls. 15.70 with sellers. Raubs are still out of favour and neglected at \$6.

Docks.—Wharves and Godowns.—Kowloon Wharves are quiet at \$77. Hongkong and Whampoa Docks have appreciated to \$101, at which rate there are buyers. Shanghai Docks have strengthened and are quoted at Tls. 761. Longway Wharves have risen to Tls. 230, but there are sellers in the North at the rate. This Company has declared an interim dividend of Tls. 8 per share.

Lands Hotels and Buildings.—Hongkong Hotels remain unaltered at \$118. Hongkong Lands are quiet at \$101 ex the interim dividend of \$1 paid on the 5th inst. Sales of Humphreys Estates have been effected at \$10.75. There is a demand for Shanghai Lands and shares can be placed in the North at Tls. 103. West Points are steady at \$50.

Cotton Mills.—Ewos are still wanted at Tls. 641. Hongkong Cottons have weakened to \$1. Both Internationals and Laou Kung Mills are in demand at Tls. 52 and Tls. 912 respectively.

Vice-Munitions.—China Breeches have been sold at \$30. Dairy Farms are inquired for at \$15. Green Island Cements have buyers at \$101. There are buyers of Hongkong Ropes at \$121. Warsons can be placed at \$11. Langkats have advanced considerably closing with buyers in the North at Tls. 30. Sumatras have further improved to Tls. 121 at which rate sales have been put through.

YARN MARKET.

In their report dated 26th July, Messrs. Phoenix & Co. write:—

Our last circular was dated the 12th inst. Market here was further strengthened in the early part of the fortnight owing to continued shipments by Bombay merchants of yarn to Western markets. Unable to gauge the effect on the local market in the immediate future, at first Chinese dealers made prompt appearance followed by eager speculators whose combined orders account for large buyings both for "spot" and forward delivery at an advance of \$1 to \$4 per bale. Favourite chops of No. 101, held in small stock and still smaller prices advanced by \$6 per bale. Awaiting the effect of this inordinate eagerness in buying, importers quoted their holdings at advancing rates from day to day for the first week of the fortnight within which period the bulk of the business was exported. Later the briskness began to wane and following the law of reaction prices began to give way and have since shown unmistakable signs of weakness. The decline, however, has been assisted by the steady rise in exchange on India, the closing rate being Rs. 165, or an advance of Rs. 2 per \$100 over last month's quotation. Buyers, under the circumstance, refrain from committing themselves to anything like the large purchasing orders of the preceding week, and to meet them, at the close, importers are willing to sell at a decline of from \$2 to \$4 on the advances recently established.

Country reports furnish meagre information of crop prospects; but the raising of the bin on the prohibition of grain exportation from Kwangsi may have the effect of relieving the tension in the lower of the sister Provinces. The silk crop is entirely satisfactory, and the lowness of prices last reported has, since been partly rehabilitated. Given freedom from brigandage in the interior and immunity from piracy on the waterways of the Provinces the proceeds of the new crop silk will partially replenish the depleted coffers of the natives in the interior through the rice failure in the spring of this year.

Sales.—200 bales of No. 61, 25 bales of No. 84, 4,100 bales of No. 101, 800 bales of No. 121, 65 bales of No. 105, and 175 bales of No. 101, in all about 7,560 bales.

Arrivals.—For steamers *Kumang, Kuting, Armo in Apeir and Lightning* (from Calcutta), and *Kagoshima Maru, Australia and Arcadia* (from Bombay) of about 6,000 bales.

Unsold Stock.—About 6,000 bales.

Uncleared Stock.—About 28,000 bales.

The market closes quiet with a downward tendency.

Exchange.—We close to-day as under:—

India T.T.	165 1/2
" Demand	165 1/2
London T.T.	Sh. 22 1/2 = \$
" Demand	23 1/2 = \$
Shanghai	Tls. 72 1/2 = \$100
Silver	31 1/2 per oz.

Whiting under same date, Messrs. Cawajee, Pailinjee & Co. report:—

Our last report was dated the 12th inst. per *Chins*, since when favourable advices from Bombay and decreasing stocks here have greatly strengthened holders who have resorted to establishing a further advance of \$1 to \$4 per bale on well-known desirable spinings. The demand has run principally on medium grades which are strong at quotations. At the close the inquiry has somewhat subsided consequent on a rising exchange and dealers are now paying their sole attention to

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that THE KWONG ON CHEONG COMPANY, carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Flour Merchants, have, on the 16th day of July, 1907, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—

The device of a sea-bull on the top corner on right hand side of the said device are written the Chinese characters 海牛牌 reading Hoi Nui Wai Kee meaning "Sea Mule Mark." Above all of which appear the letters "O.C." enclosed in a diamond.

In the name of THE KWONG ON CHEONG COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the month of January 1905 in respect of the following goods:—

FLOUR IN CLASS 42

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 16th day of July, 1907.

JOHNSON, TOKES & MASTER,
Solicitors for the Applicants,
8, Des Vaux Road Central,
Hongkong.

IN THE MATTER OF ORDINANCE No. 2 OF 1898,

AND

IN THE MATTER OF THE PETITION OF EDVARD LUDVIGSEN, OF 27, RYSGADE, COPENHAGEN, DENMARK, MANUFACTURER, FOR LETTERS PATENT FOR THE EXCLUSIVE USE OF AN INVENTION FOR IMPROVEMENTS IN AND CONNECTED WITH TILLS.

NOTICE is hereby given that the PETITION, DECLARATION AND SPECIFICATION required by the above-named Ordinance have been duly filed in the office of the Colonial Secretary AND that it is the intention of the said EDVARD LUDVIGSEN, by DENNIS & BOWLEY, his Solicitors, to apply for Letters Patent for the exclusive use of the above-named invention within the Colony of Hongkong at a sitting of the Executive Council to be held at the Government Offices on TUESDAY, the 13th August, 1907.

Dated the 27th day of July, 1907.

DENNIS & BOWLEY,
Solicitors for the Applicant.

IN THE MATTER OF ORDINANCE No. 2 OF 1898,

AND

IN THE MATTER OF THE PETITION OF WILLIAM VOULTEN, OF 159 VICTORIA STREET, WESTMINSTER, IN THE COUNTY OF LONDON, FOR LETTERS PATENT FOR THE EXCLUSIVE USE OF AN INVENTION FOR IMPROVEMENTS IN MEANS FOR SEPARATING DIRT AND THE LIKE FROM THE REFUSE OR WASTE OF COTTON CLEANING MACHINES AND FROM OTHER MATERIALS.

NOTICE is hereby given that the PETITION, DECLARATION AND SPECIFICATION required by the above-named Ordinance have been duly filed in the office of the Colonial Secretary AND that it is the intention of the said WILLIAM VOULTEN, by DENNIS & BOWLEY, his Solicitors, to apply for Letters Patent for the exclusive use of the above-named invention within the Colony of Hongkong at a sitting of the Executive Council to be held at the Government Offices on TUESDAY, the 13th August, 1907.

Dated the 27th day of July, 1907.

DENNIS & BOWLEY,
Solicitors for the Applicant.

695]

unloading their late purchases to country buyers. Meanwhile the market closes steady.

No. 61.—A good business was reported at a concession of \$1 to \$5 per bale.

No. 81.—Continues neglected.

No. 101.—Have attracted by far the largest amount of attention and have appreciated \$2 to \$4 in value, and form the bulk of the settlements.

No. 121.—In good request at an improvement of \$1 to \$3 per bale.

No. 161.—A small business has been put through in desirable favourite spinings at an advance of \$1 to \$3 per bale.

No. 201.—Have not been in much request; some superior spinings showing a slight advance, whilst other tickets much wanted by the dealers have fetched \$5 more on last quotations owing to their scarcity.

Sales during the past fortnight comprised of about 325 bales of No. 61, 1,710 bales of No. 101, 1,710 bales of No. 121, 615 bales of No. 161, and 1,995 bales of No. 201, in all about 8,445 bales. Arrivals per steamers *Kumang, Kuting, Armo in Apeir, Apeir, Kagoshima Maru, Lightning and Arcadia* amount to about 1,518 bales.

Shipment to Shanghai and Northern Ports of about 5,000 bales. The unsold stock is estimated at about 37,000 bales.

Local Mills.—Sales of 400 bales No. 101, at \$85 are reported.

Japanese Yarn.—Sales reported are 50 bales No. 161, at \$120 to \$122 and of 575 bales No. 201, at \$121 to \$123.

Exchange.—We quote on India to-day at Rs. 165 1/2. London at 7 1/2 1/2.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/2 9 1/2

Do demand 1/2 9 1/2

Do 4 months' sight 1/2 9 1/2

France—Bank T.T. 2 7/8

America—Bank T.T. 53 1/2

Germany—Bank T.T. 2 1/2

India T.T. 165 1/2

Do demand 165 1/2

Shanghai—Bank T.T. 72 1/2

Singapore T.T. 51 1/2

Japan—Bank T.T. 165 1/2

Java—Bank T.T. 153 1/2

Buying.

4 months' sight L/C. 1/2 9 1/2

6 months' sight L/C. 1/2 9 1/2

30 days' sight San Francisco & New York 1/2 9 1/2

1 month's sight do. 1/2 9 1/2

30 days' sight Sydney and Melbourne 1/2 9 1/2

1 month's sight France 2 7/8

6 months' sight do. 53 1/2

1 month's sight Germany 2 1/2

Bar Silver 51 1/2

Bank of England rate 105 1/2

Bank of France 165 1/2

Reverend

Intimations

THE

ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED
ASSORTMENT

MUSIC

Comic Opera Scores
and Dance Music.

RECEIVED BY EVERY MAIL

Hongkong, 29th November, 1906

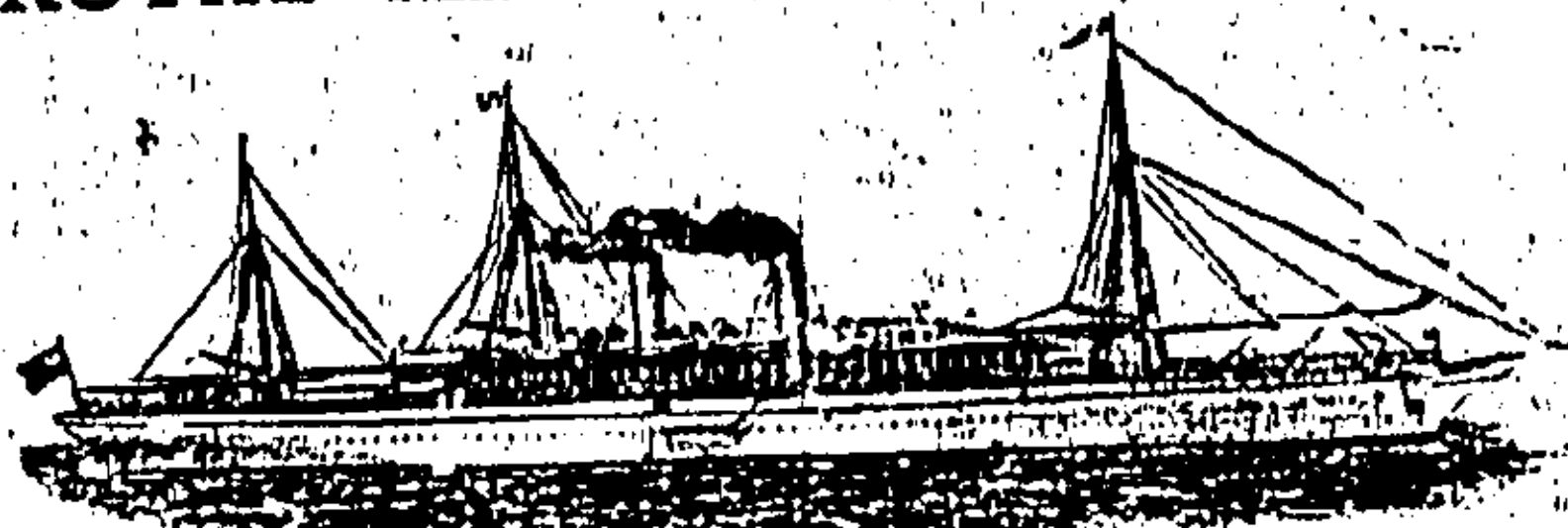
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LEADING COGNAC

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J. & F. MARTELL'S.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA" 6,000	THURSDAY, Aug. 1st.....Aug. 15th
"MONTEAGLE" 6,163	WEDNESDAY, Aug. 14th.....Sept. 7th
"EMPERESS OF JAPAN" 6,000	THURSDAY, Aug. 29th.....Sept. 16th
"TAKTAR" 4,425	WEDNESDAY, Sept. 11th.....Oct. 5th
"EMPERESS OF CHINA" 6,000	THURSDAY, Sept. 26th.....Oct. 14th
"ATHENIAN" 3,881	WEDNESDAY, Oct. 9th.....Nov. 2nd

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £60. VIA New York £62.
Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE," "TAKTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya.
HONGKONG, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"KWOONGSANG"	WEDNESDAY, 31st July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 2nd Aug., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 2nd Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	SATURDAY, 3rd Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	3 65	5 00
Penang	85	1 30
Calcutta	1 65	2 50

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chelof, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 27th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
MANILA	"TAMING"	30th July, daylight.
HOIHOW and HAIPHONG	"HUPEH"	31st "
YOKOHAMA & KOBE	"TAIYUAN"	31st " 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	31st "
SWATOW & SHANGHAI	"KASHING"	1st Aug., 4 P.M.
SWATOW & SHANGHAI	"YCHOOW"	1st "
CEBU & ILOILO	"KAIFONG"	3rd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, OAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 27th July, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
ZAFIRO	2540	A. W. Almond	MANILA	SATURDAY, 3rd Aug., at Noon.
MUNI	2540	R. W. Almond	"	SATURDAY, 10th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th July, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

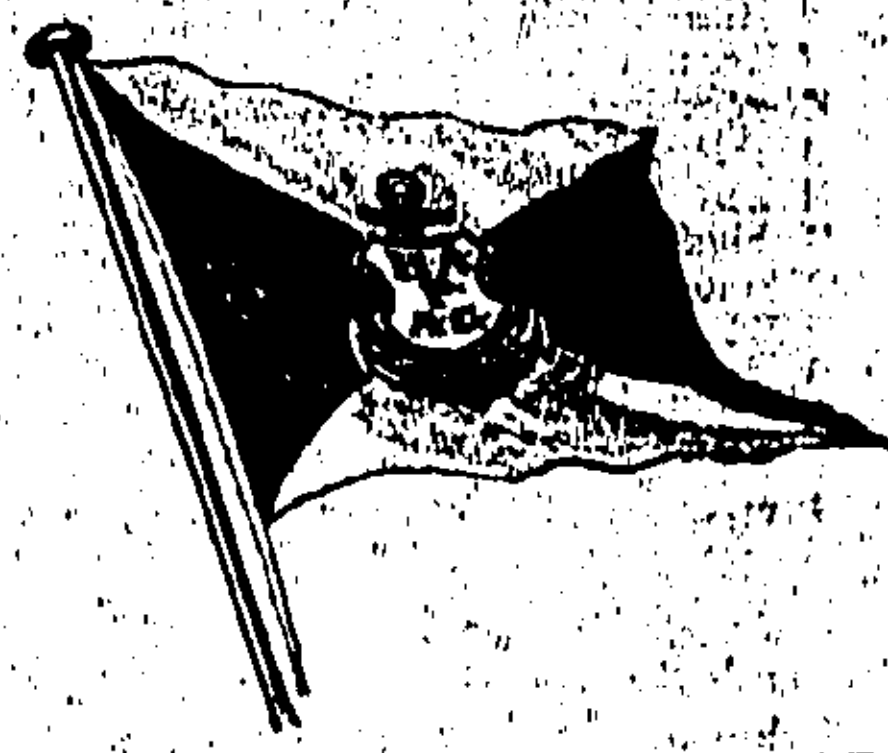
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SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSURG	2nd Aug.
RHENANIA	1st Oct.
SILESIA	2nd Nov.

Homeward.

SCANDIA	7th Aug.
HABSURG	4th Sept.
RHENANIA	4th Oct.

Hongkong, 24th July, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 30th inst., at 1 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 23rd July, 1907. [677]

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"TUDOR PRINCE,"
Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 22nd July, 1907. [673]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing.
Shawmut	9,600	E. V. Roberts	15th Aug.
Tremont	9,600	T. W. Garlick	10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 17th July, 1907. [12]

"SOUTH AFRICAN" LINE OF
STEAMERS.

FOR DURBAN.

THE Steamship

"HELIOPOLIS,"
Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th July, 1907. [688]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 p.m. every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).
These Fine New Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,
No. 4, Queen's Road West.
Hongkong, 3rd July, 1907. [15]

For Sale.

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S "STOUT"
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROSEILLE, &c.

VICHY; PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS

ALSO
Large Assortment of CANNED GOODS
suitable for Picnic.

Hongkong, 15th May, 1907. [45]

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

ROYAL WARRANTS

TO
H.M. KING EDWARD VII.

AND
H.R.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEEDGEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.
Hongkong, 19th July, 1907. [476]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid, and
any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz pints.

Special Prices for Quantities.

Sole Agents:

SIEMSEN & Co.
Hongkong, 10th January, 1903. [54]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [54]

WEATHER-FORCASTS AND
STORM-WARNINGS—ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS

OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

11. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

111. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. 111 Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock. Aberdeen.
Waglan. Sau Ki Wan.
Stanley. Sai Kung.
Cape Collinson. She Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROD,
Director.

26th July, 1907.

LARGEST SHIP IN THE WORLD.

WONDERS OF THE "LUSITANIA."

Length 785 feet.
Gross tonnage 35,000.
Speed 25 knots.
1,000 like a land building.
State-rooms 11 ft. high.
5,000 electric lamps.
1,200 windows.
Windows like those of a house.
Glass bedsteads.
Beds warmed by electricity.
Sheraton-furniture.
Turkish, vapour, and medicated baths.
Lifts, gymnasium, and nursery.
Third class accommodation equal to first class of a few years ago.

Four immense funnels, two tall masts, and a great dark hull alive inside and out, with men in all that the public has yet been allowed to see of the great new Cunarder *Lusitania*, now receiving the finishing touches in the tidal basin at Messrs. John Brown and Company's ship-yard on the Clyde.

By working day and night, and Sunday also, the builders of the newest, fastest, and most luxurious ocean liner ever planned hope to get the *Lusitania* ready to go down to the Tally of the Bank on June 25.

Astonishing secrecy is being maintained in Glasgow and on the Clyde about the interior arrangements of the wonderful boat. The secrecy is ascribed in part to the fact that rival companies should learn too much, and also to the fact that on the stocks near her lies the new turbine cruiser the *Invincible*, to be launched on June 26, and now guarded day and night by armed men.

If the *Lusitania* succeeds in reaching the Tally of the Bank on June 27 without delay or mishap, a great weight of anxiety will be removed from the minds of her builders and owners. The task of moving the vessel, which is 785 feet long, down the narrow river—a matter of fourteen miles—will be tremendous. For her benefit the river is now being dredged in places, but even so she is expected to go aground.

In addition to the anxiety about getting the *Lusitania* to the sea, the builders and engineers are faced with a problem of great importance in connexion with her propulsion. Recent experiences with turbine-propelled boats have led to the belief that the strain upon the four propellers of the *Lusitania* will prove a very serious matter when this ship, with its gross tonnage of 35,000, is forced at twenty-five knots an hour through the water. The action of the turbines will tend to keep this huge bulk down in the water, thus preventing pitching, but putting at the same time an immense stress on the propellers. To safeguard against mishap to the latter is now the problem worrying the engineers. They hope to overcome it by altering the pitch of the propellers before the ship goes on her trials.

CURTAINED WINDOWS.

For the first-class passengers nothing will be spared. Each gets 50 per cent. more room than in the older boats. They can choose between dining in a carte à la mode white and gold Empire saloon or table d'hôte in a staid mahogany dining-room. Everything has been designed to look as little like a ship and as much like the Carlton or the Ritz as possible. The fireplaces will, except in bad weather, be quite open and cheerful hearths. The windows will be shaped and curtained as in a private house. Lifts will take the passengers from one deck to another.

The passenger will not even be asked to take a lift. He can call up "Central" on the telephone and be switched on to the purser or the barber, the wine merchant or the newspaper shop. In the event of a robber in his cabin or in the cardroom he can even call up the chief of police, and having attended the court held by the captain can see the offender committed to the cells.

For the millionaires the state-rooms are to be as beautiful as the skill of the first decorators in the world can make them. In the Regal Rooms, as they are to be called, there will be two bedrooms, a dining-room, reception-room, and bath-room, just such a suite as would be found at Claridge's. The rooms are all 10 ft. high and furnished in land fashion. The bedsteads are of brass without a suggestion of the bunk about them. The brocaded settees under the windows might be window-seats in Park-lane. The walls are hung with delicate paper, and the dressing tables are in Sheraton style.

All washing arrangements in the thirty-six state-rooms on the *Lusitania* are concealed in small dressing rooms, opening out of the bedrooms. Every electrical device will be found in these rooms tending to comfort. Even the sheets will be warmed with electric bed-warmers. The bath rooms will include Turkish and vapour baths, needle-baths, and several kinds of medicated baths. There will be a nursery for children and a gymnasium for athletes. The lounge will be lined with satinwood.

Afloat she will show lights from 1,200 windows. At least 5,000 electric lamps will light her rooms and corridors. Her population will number 3,150, of whom 800 will compose the crew. She will have accommodation for 550 first-class passengers, 500 second-class, and 1,300 third-class. Mail cabin.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Reverend of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPERS, or old ENVELOPES, to be

Shipping.

Arrivals.
Dagoy, Nor. s.s., 283, O. Abrahamson, 26th July, 18th July, Beane—Aagaard, Copenhagen & Co.
Hongkong Maru, Jap. s.s., 3,447, E. Bent, 27th July, San Francisco 28th June, Honolulu 5th July, Yokohama 18th, Kobe 19th, Nagasaki 21st, and Shanghai 24th, Malle and Gen.—T. K. K.
Signal, Ger. s.s., 946, G. Chalkier, 27th July, —Hohow 26th July, Gen.—J. & Co.
Fausang, Br. s.s., 1,410, H. S. Malkin, 27th July, Saigon 22nd July, Rice—J. M. & Co.
Tingrang, Br. s.s., 1,047, E. M. Reynolds, 27th July, Hongkong 24th July, Coal—J. M. & Co.
Kwongkong, Br. s.s., 1,428, W. B. Baker, 27th July, —Shanghai via Swatow 23rd July, Gen.—J. M. & Co.
Chip Shing, Br. s.s., 1,199, F. Mooney, 27th July, Canton 26th July, Gen.—J. M. & Co.

Clearances at the Harbour.
J. Shin Maru, for Swatow.
Hatchling, for Swatow.
Kausang, for Shanghai.
Huangang, for Swatow.
Yanling, for Moji.
Hudson, for Saigon.
Yanling, for Kowloon-chow wan.
Kyo Maru, for Kobe.
Mifun, for Shanghai.
Looch, for Swatow.
Forest Dale, for Sourabaya.
Ghaire, for Shanghai.
Gregory, for Singapore.

Departures.

July 27.
Della, for Europe.
Perla, for San Francisco.
Empire, for Australian Ports.
Rubi, for Manila.
Spir, for Saigon.
Chow, for Shanghai.
Yedi Maru, for Sourabaya.
Kyo Maru, for Kobe.
Kuchou, for Canton.
Dagoy, for Canton.
Mokunshiku, for Shanghai, &c.
Prins Huldmar, for Yokohama.
Gregory, for Calcutta.
Draufur, for Swatow.
Cognat, for Moji.
Chihli, for Haiphong.
Forest Dale, for Sourabaya.
Mafon, for Shanghai.
Linn, for Chinkiang.
Bourbon, for Saigon.
Huangang, for Shanghai.
Looch, for Swatow.

Passengers arrived.

Per Hongkong Maru, from San Francisco—Miss Grace Ball, Messrs. Gordon Canaga, James W. Carroll, Wong Chien-tai, Mrs. Geo. T. de Calmes, Misses Francis E. Cooley, Winnie Dunlap, Messrs. Hugh A. Feeley, Mahler C. Wan, Martin G. Fuzhak, Miss Eugenie Fuller, Messrs. David Gibbs, Auguste Gonzales, Francis Gonzales, Geoffrey W. Gonzales, T. Raymond Palmer, and Mrs. Charles A. Stephens. From Shanghai—Mr. George Bow, Miss L. Abram, Messrs. W. E. Abram, A. S. Bernheimer, Mr. and Mrs. Max. Feist, 73 Chinese, and 1 Japanese.

Per Kwongkong, from Shanghai, &c.—Mrs. and Miss Moonhead, Mr. and Mrs. Kohler, and Mr. Low Cheong Koon.

Passengers departed.

Per Della, from Hongkong for London—Mrs. Rawliffe, Messrs. C. S. Shultz and E. W. Partridge. For Manila—Capt. A. Gibbs. For Brindisi—Mr. P. Tettamanti. For Bombay—Mr. A. Abdolcarim. For Singapore—Mr. G. D. Colquhoun, and 5 Chinese.
Per Kuchou Maru, from Japan—Rev. E. J. Barrett, Mr. Yong Fu, G. N. McLaughlin, Lieut. J. G. Locky, Miss Carlin, Hon. and Mrs. A. W. Brewin, Mr. E. de Vries, Masters J. Haas, N. Haas, B. Haas, B. L. Falconer, James F. McLean, Frank Austin, M. Takagi, Yong Sei Lee, Baron G. de Mace, "curry, R. Maun, G. Ishikawa, Master and Mrs. Goh Ikon Swan, Messrs. Donoyou, U. Sakai, S. Haima, C. A. Galt, Mr. and Mrs. Roessler, Mess. S. Miyata and K. P. Horiba.
Per Empress, for Australia—Mrs. Dr. and Mrs. Araujo, Mr. A. Reuthe, Miss Beeg, Mr. J. de S. Brito, Miss Gibney, D. I. de P. Gomes, The Hon. Miss V. Greville, Mr. and Mrs. Grigg, Misses L. Ford, McIntosh, Mr. Mollie, Miss Morris, Mrs. Pereira and children, Mr. A. Pratt, Mr. M. F. C. Roberts, Miss Robertson, Mr. F. Rodriguez, Mr. and Mrs. Sargent, Master Frank Sargent, Mr. and Mrs. Smith, Mr. Stuart, and Mr. and Mrs. Xavier.

Shipping Reports.

Str. Kwongkong, from Shanghai, &c.—Light variable wind, misty and showery, moderate westerly swell, shifting to S. and S.W., on nearing Chapel Island. Swatow to Hongkong moderate S.W. wind and swell.

VESSELS IN PORT.

Steamers.

Borneo, Ger. s.s., 1,344, F. Semblil, 21st July, —Sandakan 19th July, Gen.—M. & Co.
Chowia, Ger. s.s., 1,057, T. Splen, 23rd July, Hongkong 13th July, Rice and Wood—B. & S.
Dagoy Maru, Jap. s.s., 1,546, K. Okura, 26th July, —Moji 21st July, Coal—Order.
Empress of India, Br. s.s., 3,012, E. Beetham, 27th July, —Vancouver, (R.C.) 17th June, and Shanghai 21st, Malle and Gen.—C. P. R. Co.
Haiching, Br. s.s., 1,269, A. E. Holgins, 26th July, —Fochow 12d July, —Mozy 24th, and Swatow 25th, Gen.—D. I. & Co.
Hupsh, Br. s.s., 1,004, A. Mathias, 17th July, —Hohow 16th July, Gen.—B. & S.
John Maru, Jap. s.s., 72, H. S. Smith, 24th July, —Tamsui 21st July, Gen.—O. S. K.
Kashima Maru, Jap. s.s., 1,746, M. Utsu, 23rd July, —Moji 17th July, Coal—M. B. K.
Knaiberg, Ger. s.s., 646, I. Kayser, 22nd July, —Macao 22nd July, Ballast, J. & Co.
Kuisang, Br. s.s., 3,110, R. C. D. Bradley, 16th July, —Calcutta via Penang and Singapore 14th July, Gen.—J. M. & Co.
Lightning, Br. s.s., 1,121, E. Fey, 22nd July, —Calcutta 6th July, Penang and Singapore 17th, Gen.—D. B. & Co. Ld.
Loyal, Ger. s.s., 1,337, F. Najins, 25th July, —Bangkok 15th July, Rice and Timber—B. W. & Co.
Minnesota, Am. s.s., 13,375, Chas. Austin, 23rd July, —Seattle 22nd July, Gen.—N. V. K.
Montangle, Br. s.s., 3,053, S. Robinson, 24th July, —Vancouver 18th June, and Shanghai 22nd July, Gen.—C. P. R. Co.
Quinta, Ger. s.s., 987, T. Frahn, 25th July, —Singapore and Saigon 21st July, Keroline Oil—B. & Co.
Saxia, Ger. s.s., 991, Dester, 23rd July, —Sourabaya 5th July, Sugar—B. & Co.
Sungshan, Br. s.s., 977, G. H. Feneclather, 27th July, —Cebu and Hilo 13th July, Sugar and Wood—B. & S.
Tahlan, Br. s.s., 1,240, J. T. Luing, 19th July, —Saigon 20th July, Rice—B. & Co.

Talyuan, Br. s.s., 1,459, L. Dawson, 14th July, —Melbourne 11th June, Sydney 20th, Thursday Island 24th, Port Darwin 30th July, Zumbanga 8th, and Manila 12th, Gen.—B. & S.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 26th July, —Manila 23rd July, Hemp and Gen.—B. & S.
Yanling, Br. s.s., 2,247, Cou-tray, 18th July, —Moji 17th July, Coal—J. M. & Co.

SAILING YACHTS.

King George, Br. ship, 2,57, J. C. White, 21st July, —Swatow 5th July, Ballast—S. O. Co.
Lyndhurst, Br. 4-masted ship, 2,50, Parnell, 26th July, —Kobe 1st June, Ballast—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	July 28
Fongkong	Singapore	J. M. & Co.	July 28
Wilk	Singapore	H. A. I.	July 28
Tosa Maru	Shanghai	N. Y. K.	July 28
Tjikini	Moji	I. C. I.	July 28
P. R. Luitpold	Singapore	M. & Co.	July 29
Prins Ludwig	Singapore	M. & Co.	July 30
Hiroshima Maru	Singapore	N. Y. K.	July 31
Habsburg	Singapore	H. A. I.	Aug. 1
Arabia	Japan	P. & A. Co.	Aug. 2
Kumano Maru	Yokohama	J. M. & Co.	Aug. 3
Indravelli	New York S. T. & Co.	Aug. 20	
Tatar	Vancouver	C. P. R. Co.	Aug. 23

DOCK RETURNS.

Vessel	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	July 28
Fongkong	Singapore	J. M. & Co.	July 28
Wilk	Singapore	H. A. I.	July 28
Tosa Maru	Shanghai	N. Y. K.	July 28
Tjikini	Moji	I. C. I.	July 28
P. R. Luitpold	Singapore	M. & Co.	July 29
Prins Ludwig	Singapore	M. & Co.	July 30
Hiroshima Maru	Singapore	N. Y. K.	July 31
Habsburg	Singapore	H. A. I.	Aug. 1
Arabia	Japan	P. & A. Co.	Aug. 2
Kumano Maru	Yokohama	J. M. & Co.	Aug. 3
Indravelli	New York S. T. & Co.	Aug. 20	
Tatar	Vancouver	C. P. R. Co.	Aug. 23

HONGKONG AND WHARFPOLE DOCKS.

Magallanes at Kowloon Dock
Omphale " " " "
Vigilante " " " "
Talyuan " " " "
Heimdal " " " "
H. M. S. Robin " " " "
Kutsang " " " " Cosmo's Itan

The Ships Passed Canal.

28th June—Formosa, Gneisenau, Montrose, Kawanishi Maru, Salazar, Wile, Prins, and July—Hohow, Benham, A. L. Maru, Poma, 3rd July—Oceania, Indiana, Ajax, Palma, 4th July—Oceania, Indiana, Ajax, Palma, 5th July—Oceania, Indiana, Ajax, Palma, 6th July—Oceania, Indiana, Ajax, Palma, 7th July—Oceania, Indiana, Ajax, Palma, 8th July—Oceania, Indiana, Ajax, Palma, 9th July—Oceania, Indiana, Ajax, Palma, 10th July—Oceania, Indiana, Ajax, Palma, 11th July—Oceania, Indiana, Ajax, Palma, 12th July—Oceania, Indiana, Ajax, Palma, 13th July—Oceania, Indiana, Ajax, Palma, 14th July—Oceania, Indiana, Ajax, Palma, 15th July—Oceania, Indiana, Ajax, Palma, 16th July—Oceania, Indiana, Ajax, Palma, 17th July—Oceania, Indiana, Ajax, Palma, 18th July—Oceania, Indiana, Ajax, Palma, 19th July—Oceania, Indiana, Ajax, Palma, 20th July—Oceania, Indiana, Ajax, Palma, 21st July—Oceania, Indiana, Ajax, Palma, 22nd July—Oceania, Indiana, Ajax, Palma, 23rd July—Oceania, Indiana, Ajax, Palma, 24th July—Oceania, Indiana, Ajax, Palma, 25th July—Oceania, Indiana, Ajax, Palma, 26th July—Oceania, Indiana, Ajax, Palma, 27th July—Oceania, Indiana, Ajax, Palma, 28th July—Oceania, Indiana, Ajax, Palma, 29th July—Oceania, Indiana, Ajax, Palma, 30th July—Oceania, Indiana, Ajax, Palma, 31st July—Oceania, Indiana, Ajax, Palma, 1st August—Oceania, Indiana, Ajax, Palma, 2nd August—Oceania, Indiana, Ajax, Palma, 3rd August—Oceania, Indiana, Ajax, Palma, 4th August—Oceania, Indiana, Ajax, Palma, 5th August—Oceania, Indiana, Ajax, Palma, 6th August—Oceania, Indiana, Ajax, Palma, 7th August—Oceania, Indiana, Ajax, Palma, 8th August—Oceania, Indiana, Ajax, Palma, 9th August—Oceania, Indiana, Ajax, Palma, 10th August—Oceania, Indiana, Ajax, Palma, 11th August—Oceania, Indiana, Ajax, Palma, 12th August—Oceania, Indiana, Ajax, Palma, 13th August—Oceania, Indiana, Ajax, Palma, 14th August—Oceania, Indiana, Ajax, Palma, 15th August—Oceania, Indiana, Ajax, Palma, 16th August—Oceania, Indiana, Ajax, Palma, 17th August—Oceania, Indiana, Ajax, Palma, 18th August—Oceania, Indiana, Ajax, Palma, 19th August—Oceania, Indiana, Ajax, 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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT RATES LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3 = }	4 1/2 %	\$685 ex n. issue \$522 1/2 new issue London 26.11/- ex new issue London 26.0/- n. issue first call
Do.	40,000	\$125	\$62 1/2	\$500,000		{ £2.33 making \$40.80 for 1906 }		\$51
National Bank of China, Limited	99,025	£7	£6	\$12,735	\$71,293	\$2 (London 3/6) for 1905		\$170 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	
North China Insurance Company, Limited	10,000	£15	£5	\$110,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex }	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	1,460,400	{ Final of \$12 making \$24 for 1905 and }	5 1/2 %	\$775
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,375,000	\$461,467	{ Interim of 13/- for 1906 }		
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$62,980	\$1 and bonus \$1 for 1905	9 1/2 %	\$88
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$365	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000	Nil.	\$2 1/2 for year ended 30. 1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$3,000,000	\$2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905		\$70
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,337	Tls. 1,337	{ Final of Tls. 31 making Tls. 54 (Preli) and }	11 1/2 %	Tls. 47
Do.	100,000	£1	£1	\$1,000,000	\$355,600	{ Final of Tls. 3 making Tls. 54 (ord.) for 1906 }	10 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000	\$137	{ Interim of 1/- (Coupon No. 8. 10/- a/c 1907 }	4 1/2 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$500,000	\$32,957	{ \$1.00 for year ending 30.4.1907 }	4 1/2 %	\$14
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,500,000	\$18,730	{ \$0.50 for year ending 30.4.1907 }	12 1/2 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 %	\$101
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	\$8,935	\$3 for 1907		\$21
Yenak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$350,000		Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.70-sellers
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$5,000,000	\$909,050	Interim of 50 cents for account 1906		G \$5
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000	\$8,745	Nn. 17 of 1/- = 48 cents		\$6
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Final of 1/2 making \$5 for 1906	6 1/2 %	\$77
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	11 1/2 %	\$101 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$5,570,000	\$3,997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	Tls. 76 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$3,600,000	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year }	7 1/2 %	Tls. 29 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$250,000	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 212 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	\$8,418	\$5 for year ended 30.6.1906	10 1/2 %	\$28
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$6,218	Interim of \$3 1/2 for half year ending 30.6.07	7 %	\$100 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$225,000	Tls. 1,935	Final of 6 % = 10 % for 1905	12 1/2 %	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$4,609	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$1,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$3,900,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 1.0 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$5,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,660	\$1 1/2 for the year ending 31.7.06	11 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	Tls. 52 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000	Tls. 31,469	Tls. 8 for 1906	9 %	Tls. 92 1/2 buyers
Boy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 50,763	Tls. 50 for 1906	15 1/2 %	Tls. 325
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000	\$906	\$7 for 1906	8 %	\$18 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	1,604	£12 1/2	£12 1/2	\$12,031	\$638	1/3 per share for 1906	9 %	\$6 1/2 ex div.
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$3 for 1905	10 %	\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904		\$0.30 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 60 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.05		1 1/2 buyers
Do. Do. special share	50,000	\$10	\$10	\$500,000	\$185	80 cents for 1906	9 %	\$8.90
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$2,555	\$1.50 for year ending 31.7.1906	8 1/2 %	\$15 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$10 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$11,002	\$2 1/2 for year ending 28.2.07	11 %	\$21 buyers
Hall & Holt, Limited	27,000	\$20	\$20	\$540,000	\$2,933	1 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$4,361	Final of \$18 making \$22 for yr. ending 31.12.06	9 1/2 %	\$24 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,212	\$2.00 for year ending 31.12.06	9 %	Tls. 310 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 50 buyers
Maatschappij tot Mijl- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$2,500,000	Tls. 10,374	\$1 pe sh. or period fr' 19th Oct. to 30th Apr. 07		Tls. 50 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	None		\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	Dr. P. 34,324	{ Final of Tls. 31 and bonus of Tls. 1 for }	4 1/2 %	Tls. 10 1/2
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Tls. 7,900	{ year ending 31.12.06 }		Tls. 45 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,200,000	Tls. 9,751	Tls. 4 for 1905	12 1/2 %	Tls. 80 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$270,000	Tls. 3,304	Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	Tls. 120 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$450,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 300 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$600,000	Tls. 85,592	Interim div. of 15/- for 1 year 1906		Tls. 270 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$163,500	Dr. 84,934	Interim div. of 5/- for 1 year 1906	4 1/2 %	\$22
South China Morning Post, Limited	7,000	\$25	\$25	\$175,000	\$214	None		\$7
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Tls. 1,012	30 cts. (old) & 15 cts. (new) year ended 31.5.06		Tls. 97
Tientsin Waterworks Company, Limited	4,000	Tls. 100	Tls. 100	\$400,000	\$349	Interim of Tls. 4 for year 1905/6		\$12 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$752	First year	6 1/2 %	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$5,482	70 cents on 9,000 ord. shares and \$9.90 on 100 Founders for year ending 31.12.06	7 1/2 %	\$11 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$4,500	Final of 40 cents per share making 80 cents for year ending 31.12.07	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$162	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		

* These shares are entitled to half of the profits.

MAILS.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Mouton, will be despatched to MARSEILLES on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above port, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. SALAZIE 20th August.
S.S. POLYNESIE 3rd Sept.
S.S. TOURANE 17th Sept.
S.S. AUSTRALIEN 1st Oct.
S.S. NERA 15th Oct.
S.S. YARRA 29th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th July, 1907.

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SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

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(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on
GLENFARGH 1,500 M. Middle of Aug.
"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 16th July, 1907.REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.
S.S. "GHARRE" 14th Sept.For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th July, 1907.

Intimations.

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[480]